

1992

7/21 2^{pm} Dear Rep Brandemuehl - Here is an outline of the H12 project which will come up tomorrow at the TPC hearings. I hope you have time to read it before the hearing - it will give you a better background on the issue. I will be a Brief History of the Highway 12 Project from 1987 to 1991 the spokesman for
AGAINST -by Roads With Reason- RWR. Sincerely
Amos Poe

This project came to be seriously considered for construction due to a concerted and well-orchestrated effort made by a pro-four lane Highway 12 Committee which was formed in 1987. Active members on this committee were local residents Paul Meyer and Tom Jackson whose competence in selling this idea resulted in a project which almost overnight went from being a "fat chance" (then Rep. Dale Schultz's estimation of its possible success) into third on the list of priorities for the Wis. DOT. What all the reasons behind this intense effort really were about are hard to say. However, the original Highway 12 Report by this group principally stressed the economic benefits which the highway would give Sauk County, as well as the contribution Sauk County is supposed to make to the entire state. As this report stated: "This region seems to have it all: Agriculture, industry, recreation, and communities with (a) high quality of life which attract(s) new residents. However this region cannot realize its full potential as a major contributor to Wisconsin's economy until the missing piece of the pie is in place: Better access to market... Tremendously rapid economic growth is now underway in the west Madison/Middleton area. The Highway 12 will, in coming years, be critical to serve customers and employees to and from northern Wisconsin..."

This report also claimed that "For any travelers coming from the north west part of the state, an improved Highway 12 corridor will provide a quicker, more direct access to many of these destinations. The time saved and the increased safety of an improved Highway 12 corridor could be of critical importance (for)... a politician from Elroy."

In response to such a position, a citizens group opposing this project was formed. Roads With Reason consists of people who, although they may support non-four lane improvements, don't believe that farmland in the townships of Springfield and Roxbury should be turned into an interstate truck route or that the small-town lifestyle of Sauk county will benefit from being turned into sea of concrete, strip malls and gambling casinos. Some of us also feel that if Governor Thompson wants to travel on Highway 12 to get to Madison he can drive at the posted speed limit and then maybe use his authority to ask that the laws against tailgating be enforced on this highway, instead of building a huge infrastructure of new roads which many people don't believe we can possibly afford. (Maintenance of existing roads as well as law enforcement has not kept up with the rate of inflation in recent years, and, as Roads With Reason pointed out to the Study Committee, the Federal Highway Administration has estimated that fixing the current interstate system alone will cost taxpayers from \$565 to \$655 billion).

The Highway 12 Study Committee (1990-91)

In response to the ensuing controversy over this road, Rep. David Travis asked that a committee of local individuals be formed in order to discuss the environmental, economic, social and technical issues which were raised concerning Highway 12, and which would receive technical assistance by the UW Madison School of Urban and

Regional Planning. Governor Thompson, however, vetoed the U.W.. as the consultants and instead designated this task to Ayers and Associates, an engineering firm connected with the DOT.

The resultant study took place over the next year from 1990 to May of 1991. The Committee consisted of 17 members representing a wide variety of interests who met each month to discuss the subjects that the road raised.

There is no doubt that the Committee failed to discuss or analyze many of the subjects it was supposed to have covered. For example, the Committee "analyzed" some of the issues as follows:

Agriculture: A consultant was brought in who discussed the general process by which farmland is taken from farmers by the DOT. The consultant had not had time to actually look at H12 and so no relevant data was presented at all. When Roads With Reason objected to this, the chairman responded that he found this information "interesting" and no other committee member objected to such an irrelevant presentation. When, months later, the agricultural consultant sent a recommendation against the 4-lane (this project will destroy some of the most productive farmland in the state) the letter was not mentioned to committee members at all and was buried in a packet of other written material sent to the members. In their final "analysis," Ayers and Associates even came up with projected economic benefits for the rural section (i.e. for the destruction of high quality farmland as well as an increased consumption of 2.4 million gallons of gasoline over a 20 year period.) How they arrived at such a conclusion was never explained. (Several local people who spoke on the subject of the destruction of farmland to the Committee were also not even mentioned in the original minutes prepared by consultants.)

Economic Impact: In relation to the actual area in question (Roxbury and Sauk County,) not one word was discussed in this regard. On several occasions, Roads With Reason objected to the consultants about this and we were told that this was really beyond the expertise of the firm to do and that their decision on this was guided by the overall desires of the other Committee members. (When, at the beginning stages of this study, Roads With Reason asked about being able to bring in our own experts to testify on this, we were not allowed to do this and were told to "Wait and see what we've got.") Roads With Reason finds it hard to understand why, if this road is really going to give a positive benefit to the area, the supporters of this wouldn't have welcomed the chance to silence what everyone knows is a major issue concerning why opposition to the 4 lane is so strong. So far, this question has never been answered.

Environmental: The negative impacts of this are so clear that the subject didn't really need to be discussed by anyone. One interesting statement by the consultants, however, was found in their analysis of endangered species where "none" was considered the same as "not known." (It took a representative from the DNR in the audience to object that these terms don't mean the same thing.)

Traffic Statistics: This is the one place that Ayers and Associates should have been able to come up with basic data free of bias and relevant to the subject. It was at the first meeting that some idea of how the consultants would approach this subject was given. In response to a question by Roads With Reason as to basic accident data, the committee was given a false response by one of the consultants who claimed that most of the fatalities (which, unlike the accident rate, is higher than the state average) occurred during the periods of high traffic volume. It was only when

Roads With Reason pointed out that our research showed this wasn't true that he reversed himself and said he actually didn't know. The consultants also made use of a graph which showed the "Average Level of Service" for the road at a certain level indicating it was bordering on DOT standards for when a four lane highway is needed. This, in fact, was not an "average" at all, but was the highest peak of a traffic pattern which is radically lower for most of the day! The "average level of service," also was apparently based totally on the aesthetic considerations of how many cars are on the road at that time. What exactly constitutes "Level of Service?" Several knowledgeable people have told Roads With Reason that the main element in determining "Level of Service" involves the average traffic speed. And yet, the consultants have steadfastly refused, despite repeated requests, to come up with one of the most important and elementary pieces of factual data concerning this entire controversy! The closest we have ever gotten to this piece of data was when a DOT audience member stated, during one of the very last meetings and after we had been asking the question for nearly a year, that the average speed for a specific vehicle was indeed around the legal speed limit (this contradicts numerous testimonials, from both pro and anti four lane drivers, that the actual commuting speed somewhat exceeds the speed limit of 55mph.) This same official also said that this meant that the speed of cars behind the clocked vehicle would be slower, an odd statement which was never explained. Roads With Reason repeatedly requested the methodology and actual data which resulted in the proclaimed "Level of Service" for Highway 12, and although we finally, after the hearings were concluded, have gotten the former, the actual data concerning Highway 12 has never been given. We can only conclude that the "Level of Service" chart is nothing more than the figment of someone's imagination. (If one argues that this road needs two more lanes due to traffic numbers alone, then the Madison beltline should be a twelve lane highway before construction on Highway 12 is considered.)

Future Traffic Projections: This was the only subject which was really debated extensively by the Committee. Projections by Ayers and Associates were based primarily on projected demographic data (which apparently was solely derived by projecting the future from past experience) and made no attempt to realistically deal with real future considerations such as a substantial alteration of travel patterns of Americans due to environmental and economic constraints which knowledgeable experts are virtually unanimous in predicting will occur whether or not we want to think about this. The committee members were content instead to accept the future prophesies of a firm with a vested interest in building road projects which, if they were put to a referendum like a public school building, would not be seriously considered by anyone. When Roads With Reason attempted to cite experts on these matters such as The National Academy of Sciences, the Smithsonian Institute and numerous other sources, one four-lane proponent, who is a local insurance agent, exclaimed "I don't have the time for this!"

How can you expect people to alter their mindset about these things when they apparently don't even believe the projections they cite as a principle justification for expanding this road? In the most significant and telling vote taken with this committee, Committee member Judith Rose made a motion that, if the traffic projections don't in fact increase as predicted by Ayers, that we recommend that a reevaluation of the need for this expansion be made before the actual construction date. This motion was defeated, 11 to 5. The main local proponent of this project, who over the course of

the year never tired of recited the DOT projections of increased traffic as a principle justification for four lanes, was among those who voted against this motion.

The issue of Sauk City and the Bypass: It's no secret that this is the Catch-22 of this project. The original belief of many people was that a bypass was the only thing which made any long term sense, once you decided you wanted a four lane road. However, as people in this area began to wake up to what this would mean to their own homes and businesses, as well as the environmental impact, the pro-four lane Committee members began some behind-the-scenes negotiating with local business interests which resulted in the meeting of March 1991 in which, with virtually no discussion, a vote was rammed through in support of running the four lanes straight into Phillips Boulevard in Sauk City. It is at this point that Roads With Reason must point out that these Committee Hearings were nothing but a fraud. Roads With Reason represents some of the people who will have their lives directly effected by this project and we agreed to participate on this Committee with the understanding that this was to be an open and honest format. Making deals and agreements without the knowledge of Committee members who opposed the four lane in part because of issues exactly like these, is nothing more than a fraud on the entire process as to why this committee was set up. Although the selection of the committee members was criticized by some four lane opponents, the fact is that the Roads With Reason representative who sat on this Committee never made this criticism and told a number of different people that he felt it was actually about as balanced as could be reasonably expected. Given the process and total lack of debate that resulted in the vote at the Sauk City end, however, the fairness of this entire "study" is a joke.

It was at this point, actually, that the whole process began to fall apart. We were told that public input was supposed to be a real factor in the Committee's decisions. When the Committee held the first series of public hearings it was in an information vacuum (at least at the Sauk City end the press was ignoring the meetings.) Then, after the issue began to become more public, the second set of public hearings, instead of helping to guide the Committee's decisions, became a final hurdle to pass before immediately wrapping up and going home for good. Originally, this second set of hearings was supposed to be the basis for a reevaluation of our preliminary recommendations. Instead, Committee members got a large packet of the comments only a few days before the next meeting (many of them in opposition to the road, some arguing their opinions in great detail,) and these were totally ignored in favor of immediately calling it quits. Voting to ultimately construct a total of five bridges over the Wisconsin River within a mile or two was too absurd a recommendation for committee members to want to talk about it, and the solution was obvious: go home and, as one committee member put it, "let another committee" worry about all this again in a few years.

On July 14, 1992, the Sauk City Board has finally acknowledged the irrational recommendation of the Highway 12 Committee and it unanimously rejected the Committee's recommendation. And as noted above, this final recommendation was made by the Committee in order to avoid bringing out the truth of this project: that a bypass would be so environmentally, economically and socially destructive that most remaining local public support for this project, which has always been built upon impossible promises and expectations, would disappear.

U.S Highway 12 panel is not good listener

1/30/91
As I covered the U.S. Highway 12 Transportation Committee meeting Monday about the rural segment between Middleton and Sauk City I was struck by two things.

First out of about 30 people present, a mere three were women including myself, committee member Judith Reed representing Dane County on transportation, and an observer.

The remaining 16 committee members were men and all the presenters of statistics on Highway 12 traffic, and project options were men.

As I sat there making note of this situation I thought to myself this is typical of all governmental bodies and decision making groups and the idea was not comforting.

Watching this one microcosm of bureaucracy at work I became aware of the second thing that struck me — any voice of dissension was not welcome among this group.

It seemed to me that the representatives from the Department of Transportation, the engineering consulting firm of Owen Ayres & Associates, Inc. and most of the committee are pushing for the full four lane option with 65 percent of public comment also favoring this option.

The formation of this committee, I assume, was to generate discussion from different factions affected by Highway 12 renovations — the communities, the farmers, tourism and industry.

But a lone dissenting voice, that of Amos Roe representing Roads with Reason, was repeatedly and sometimes rudely squelched.

When questioning the interpretation of two graphs on traffic volumes, Roe, who persisted when he still wasn't clear on the answer given him, was impatiently dismissed.

When questioning how the project was to be financed in light of tight state budgets and limited federal aid, Roe asked specifically about the possibility of toll booths or higher fuel taxes. (The four lane proposal would cost between \$30 and \$40 million by today's estimates.)

After Roe's suggestions and questions were peremptorily dismissed he persisted, calling for a motion to discuss funding specifics at the next meeting — a motion which was resoundly defeated.

Roe questioned statistics

Lisa
Avelleyra-
Treichel



News-Republic Writer

showing high economic benefits accompanying the four lane option — \$80 million in user benefits — asking if these statistics took into account farmers losing cropland.

Kevin Hagen said the statistics did not, which led Roe to say they were "misleading" with Hagen responding, "I don't see it that way."

Finally when forming the motion to focus the next meeting's discussion on spot improvements and the four-lane option, Roe attempted to amend the motion with a stipulation to consider public-suggested amendments to either option. Here he was abruptly and rudely cut off.

I am not arguing for or against turning the rural segment of Highway 12 into four lanes. Personally I think most of the hazardous situations caused now on that stretch are caused by impatient drivers who gotta make good time, but that does not take into account a few years down the road when traffic is going to increase.

What I do question is why waste the time and money to conduct a study and form a committee if the outcome is seemingly already decided. All information seems to reinforce the argument for four lanes including public comment.

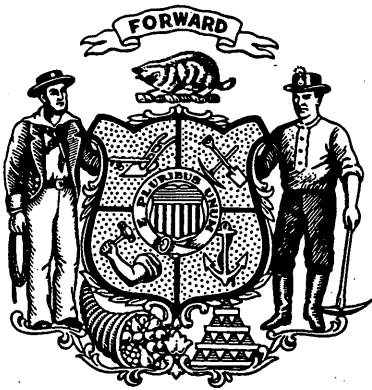
But the public comment received came from only 117 individuals — hardly an overwhelming stamp of approval from all those affected since 9,000 cars travel Highway 12 daily.

I think Roe wants to get the grass roots more involved in this project, generating a discussion of issues that justify the formation of such a committee.

Stomping on any opinion not jibing with the majority is disquieting in the very least.

Let's remember what our country is supposed to be about — tolerance of varying opinions, freedom to express them without fear of reprisal and representative, truly representative not automatic consensus, government.

END



END

TRANSPORTATION PROJECTS COMMISSION

1992 PUBLIC HEARING SCHEDULE

July 22, 1992

**3841 East Washington Avenue
Ramada Inn - Madison**

<u>8:30 a.m. - 12:15 p.m.</u>			<u>Candidate for</u>
1	STH 16/67	Oconomowoc North Bypass	Enumeration
2	STH 59	West Waukesha Bypass	Enumeration
3	STH 11/36	Burlington Bypass	Study
4	USH 12	Elkhorn - Whitewater	Study
5	USH 151	Fond du Lac Bypass	Enumeration
12:15 - 1:15			LUNCH
<u>1:15 p.m. - COMPLETION</u>			
6	STH 794	Lake Arterial (Layton Ave. - STH 31)	Study
7	STH 11/81/213	Rock County Transportation Plan	Enumeration
8	USH 151	Dodgeville - Dickeyville	Study
9	USH 12	Sauk City - Middleton	Enumeration
10	USH 12	Ski Hi Road - IH 90/94	Study

The Evaluation Process for Candidates for Study Projects

In 1992, the Department for the first time has developed a second list of projects--Candidates for Study. These are projects that have been proposed by the Department or a legislative or local support group. There is, however, insufficient engineering, environmental or cost analysis completed on these projects to accurately evaluate them.

The cost to develop the needed engineering, environmental and cost data for a proposed major highway project typically ranges from \$500,000-\$1,000,000. Because a significant investment must be made to bring a project from a Candidate for Study to a Candidate for Enumeration status, the Department will evaluate and rank all Candidates for Study to determine which project(s) it should invest the limited project development resources.

The Department will use an evaluation process to select projects from the Candidates for Study list to initiate project development. This evaluation criteria utilizes readily available data in some of the same goal areas as the Candidates for Enumeration projects. Projects on the Corridors 2020 Backbone System will be exempt from this evaluation.

The three goal areas are:

1. **Improve Highway Service (40%).** Capacity and Congestion will be analyzed using available traffic and geometric data.
2. **Improve Highway Safety (40%).** The Candidate's accident rate, with a severity index applied, will be compared to the statewide averages.
3. **Serve Community Objectives (20%).** The Department will use a structured approach in its evaluation of public testimony on these projects, in an effort to quantify the public's judgements.

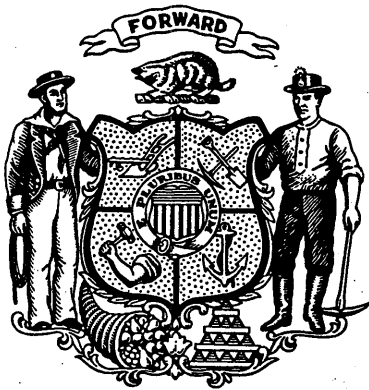
Projects not on the Corridors 2020 Backbone System must score a minimum of 50 points, 40 of which must come from Highway Service or Highway Safety, to qualify for engineering, environmental and cost analysis.

Attachment

July 1992

(TPC23.WP)

END



END

Replied
8-7-92

Hwy 53 - Eau Claire
 - offered a 4th option!

Paul F. Weiss
Rt 1, Box 133
Mondovi, WI. 54755
July 22, 1992

State Senator Rodney Woen
1748 Dewey St.
P. O. Box 295
Whitehall, WI. 54773

JUL 30 1992

Dear Senator;

There have been pages written about the Highway 53 bypass. The D. C. T. has presented 3 options, all of them expensive and controversial but they haven't presented the 4th option which would be the cheapest and most logical.

If one looks at a map of Eau Claire and the surrounding area, it would be much more practical to route HY 53 via 94 to County Trunk ET, then go North to Hy 29 and take 29 back to the present 53. This would require only 4 miles of construction since 29 is going to be a 4 lane road. The other 3 options would require condemnation of a lot of residential and or business property, or DNR problems with the stream in Altoona while the 4th option would be thru primarily rural area.

It seems to me that if the DOT is interested in saving taxpayer money, they should at least consider the 4th option.

Yours very truly,

Paul F. Weiss

Paul F. Weiss

P. S. This would also tie in much better with the North Crossing and the major development that is sure to occur on that end of town.



Superior/Douglas County Chamber of Commerce

TOURIST INFORMATION CENTER • 305 HARBOR VIEW PARKWAY • SUPERIOR, WISCONSIN 54880
(715) 392-2773 • (715) 394-7716 • 1-800-942-5313

Date: July 23, 1992

To: Members of the Transportation Projects Commission

From: Woody Budnick, *WB*
Executive Director

Subject: Open House July 28, Appleton Midway Hotel

A group of people from Northern Wisconsin will appear before the Transportation Projects Commission (TPC) on July 29, in Appleton to encourage the enumeration of USH 2 between Ashland and Superior as a candidate for study. Our presentation is designed to respond to evaluation criteria set for such projects.

Our "Superior Days" group has joined forces with business representatives, elected officials and citizens from Ashland and Bayfield Counties to promote this needed highway improvement. We will be before the TPC at 1:15 PM on the 29th.

As is our tradition, we would like to offer some Northern Wisconsin hospitality for your enjoyment on Tuesday evening, July 28. The location of our hospitality room will be posted in the lobby of the Midway Hotel in Appleton.

We appreciate all of the consideration and support given to Northern Wisconsin projects in the past. We hope you will be able to support our latest request. Thank you for your consideration.

PS: A receptacle for donations to allow for your compliance with State Ethics Laws will be available.

the Great Lake and more

city of Superior and Douglas County Wisconsin

Date - 7-23-92

In response to the Platteville Public Hearing 7-20-92 and the Madison Hearing 7-22-92 in regard to a 4-lane Hwy from Dodgeville to Dickeyville 151 for nearly 40 miles -

This 40 miles has recently been up graded with passing lanes. On your 20/20 map it does not show or justify a 4-lane.

When this was upgraded, a transportation official agreed the traffic does not justify a 4-lane. He also stated we have too many 4 lanes in the state that are not up to capacity & we are going to put the roads where the traffic is.

This is not economic development to put in 4-lanes in prime Agriculture land in the southern part of the state. With 4 new lanes will have 6 lanes.

Are you going to buy up land for a 4-lane & then just complete 2-lanes? Are you going to have an Agriculture Environmental Impact Statement?

Will it cost 40 to 50 million to do each section - one from Dodgeville to Belmont & one from Belmont to Dickeyville on a single 151 Hwy?

The Dodgeville to Madison is a Double 151 & 18 Hwy. The Dickeyville to Dubuque is a double 151 & 61 U.S. Hwy.

There is much opposition in the townships & also in Belmont & Platteville Business people.

Sincerely -
Rose Eustice

Hwy 151 - Dodgeville to Dickeyville
AGAINST

WRITTEN COMMENT COVER SHEET

Your Name: Rose Eustice
26900 Hwy 151
Belmont, WI 53510

Representing: concerned citizens

Topic: 151 from Dodgeville to Dickeyville does not justify
a 4-lane.

In Southwest Wi., agriculture is the backbone
of the economy. Why budget 40 million for 17.3
mi + another 50 million for 20 mi. A waste of money

Please give this form and your comments to local Department of Transportation representative prior to conclusion of tonight's meeting or mail it in the enclosed, self-addressed envelope to the Wisconsin Department of Transportation's Office of Public Affairs, 4802 W. Sheboygan Avenue, Room 103B, P.O. Box 7910, Madison, WI 53707 so your comments will become part of the official record of this event.

Taxpayer Cost Concerns Demand Practical Alternatives to Waukesha Bypass

Hidden and Unplanned Costs - It's NOT *just* 32 Million Tax Dollars

A December article in the Waukesha Journal represented the project cost at 32M\$, up by 10M\$ from the previous April. I submit to you that all of these figures fall far short of the reality which will be faced by taxpayers when construction begins.

- Land acquisition and construction costs for sound barriers

Should the planners find the space needed to *do it right*, and protect residential developments, the currently unprojected costs of earthen berms and landscaping will be significant.

- Inflation and appreciation impact on understated property acquisition costs

Local officials believe the current land acquisition costs are understated, much less after 4-6 years of property values appreciation and inflation.

- Pedestrian improvements - sidewalks, bike paths, bridges and underpasses

Citizens would like to see the full costs up front to properly relink all the neighborhoods which would be isolated by this freeway. Many of these necessities have been discussed as possible, but their cost have not been factored or disclosed as an additional taxpayer burden.

- Environmental Impact Studies

It's irresponsible to try exercising the exemption for this project because it's being reviewed before August 31st. An environmental impact study is an absolute must, regardless of the date of the project's review. The public should know about this cost and its affect on taxes as well.

- Environmental Mitigation - wetlands recovery/preservation, runoff structures

Environmental mitigation issues are just engineering challenges to developers, but citizens should know who's going to pay for runoff contaminated wells and storm sewers. Once destroyed wetlands are "re-created", the costs to manage and maintain them should also be properly disclosed.

- Replacement of Meadowbrook School - \$8M +

It's likely this project would force the replacement or relocation of Meadowbrook school, rather than allowing the school district to exercise its built in expansion options. This is extremely wasteful, and should not be hidden.

- Compliance with Clean Air Act

While we're voting in favor of light rail, we're also proposing concrete which will make the cost of complying with the Clean Air Act legislation a tougher challenge than it already is?! It's hard to understand why these contradictory goals are supported by county government, and even harder to predict the costs.... but it's clearly not in the currently stated 32M\$ budget for this project.

- Inflation's impact of cost at time of construction - \$32M now = \$42.9 in 6 yrs (@5%)

Figures used by proponents for taxpayer consumption are not inflation adjusted, but a conservative annual cost increase of 5% is still more than our salaries and taxpaying abilities increase annually.

- Litigation with impacted and mis-represented citizens

A lot of people feel betrayed by the officials and developers in these corridors, and legal fees are not generally considered to be an economic shot in the arm.

- Crime costs resulting from decay of downtown Waukesha

How much will it cost to increase the police force once downtown Waukesha turns into a bypassed ghost town?

- Subsidies for failing businesses in downtown Waukesha

Should taxpayers be asked to fund government loans for failing or developing businesses downtown while we build roads to steer citizens away from them?

- I94 Interchange at Hwy G

The interchange at I94 and G is many millions of federal dollars. Federal dollars are still tax dollars, and they should not be hidden from the taxpayer's view when someone is trying to spend them.

Let's be honest with our taxpayers and portray the costs and the project attributes as they really are. It's not a 32 million dollar project, and once that fact is accepted the current justifications look even weaker. The county executive's office has gone to great lengths to create a slick sales campaign for this project, misleading citizens to

believe it will relieve congestion and create jobs. The fact is the original engineering study has shown only 10% reductions projected for Grandview traffic, and the road can not be rationally tied to any business growth plans.

County executive Finley said at the Transportation Projects Commission meeting that he was elected to "do the right thing" for Waukesha. We would like to suggest that sneaking this project through is not right..... disclosing the true costs and impacts, before a voter referendum, is the right thing to do.

What is the the Justification or Return on Investment?

Representative Scott Jensen tells us his support for this project is based on more convenient access to I94 for those travellers to the south and west of Waukesha.

- Shaving two minutes from someone's trip to Interstate 94?

Not with a dozen controlled intersections and commercial sprawl along the way!!

What is it they are "bypassing" anyway? The city plan calls for a commercial development (strip mall) at TT and 18, on top of all the other (8 or 9) controlled intersections along the proposed route. The proposal also calls for a bottleneck , or narrowing of the road near I94 to accomodate the Meadowbrook elementary school.

- Economic development?

What may be gained is likely to be canceled by the destruction of current businesses in Waukesha!

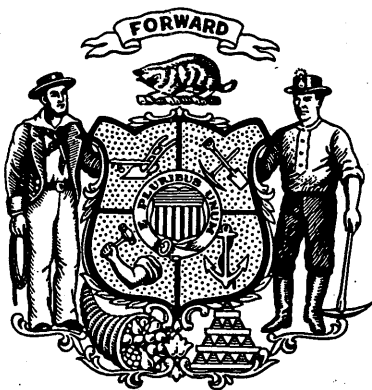
NO significant business development opportunities clearly require or justify this expensive "convenience". Is a strip mall at 18 and TT worth all these millions? The planned residential development don't need, nor will the residents want, this road.

- What *is* the projected return on investment to the strapped taxpayer, and *how long is it in coming*?

It will take a long time to recover this investment of many millions thru the benefits of some more minimum wage fast food and discount retailers in the area.

Now the county is involved in putting this in perspective with regional planning. The term "planning" is used loosely....if they planned, all these developments wouldn't be on the proposed route. Planning also infers funding. On top of our current tax burden, the planners call for schemes such as extra Waukesha county sales taxes, gasoline taxes, or wheel taxes to fund wasteful and unjustified projects such as this one. This project should be graded a zero for fiscal justification, return on taxpayer's investment and affordability.

END



END

Highway 12 - FOR

Replied
8-5-92



Springs Window Fashions Division, Inc.
7549 Graber Road
Middleton, WI 53562-1096
(608) 836-1011
Fax (608) 831-2184

July 28, 1992

**Representative David Brandemuehl
Room 401
100 North Hamilton Street
Madison, WI 53708**

SUBJECT: HIGHWAY 12 SAUK CITY TO MIDDLETON

Dear Representative Brandemuehl:

On Wednesday, July 22, 1992 the Transportation Projects Commission met in Madison to hear citizen input on candidate projects for enumeration. That meeting ran longer than anticipated and the chair asked those of us speaking to be as brief as possible.

My verbal presentation was a summary of my original testimony and I only had a limited number of paper copies to distribute. Although Secretary Jurewicz will probably distribute a copy as part of the hearing minutes, please accept the attached to be sure my complete statement is available for your consideration.

For emphasis, my concern is for the safety of people using this highway and for the economic improvements in Middleton that it will support. This highway already carries too much traffic and is dangerous for the users. We have waited long enough, this project must not be delayed further.

Sincerely,

A handwritten signature in cursive script that reads "Bill Birkenmeier".

**Bill Birkenmeier
Manager Industrial Engineering**



My name is Bill Birkenmeier. I am a past president of the Middleton Chamber of Commerce, and am here representing my employer, Springs Industries (better known as Graber Industries), and Middleton area businesses. We believe that the current Highway 12 between Middleton and Sauk City is inadequate, and improvements are needed for the safety of the people using that roadway, and for support of the development that has already begun and will continue.

The safety of Springs' 1200 people who use all or part of this corridor as they travel to and from work is a concern. We try to make our work place safe. We must also try and improve situations that effect these people on a daily basis. We participated in the study group, know that the current situation is dangerous, and that improvements can be made. You have available to you all the macro level information concerning accidents, fatalities, etc. I would like to make a couple of micro level comments concerning safety of this corridor.

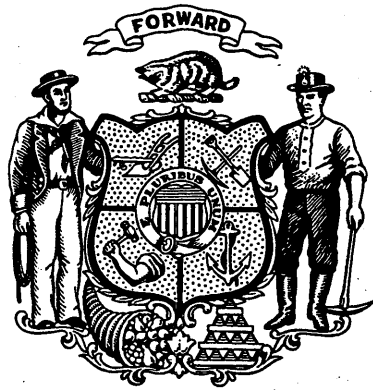
- 1) In my department at Springs there are 10 people. In the past 5 years, one was involved in an accident and another witnessed a fatal accident, both on Highway 12 and both on their way to work.**
- 2) A Middleton EMS paramedic, who knows I have supported improvements to Highway 12, asked me when something is going to be done because "they are tired of scraping people up off that highway."**

Two years ago I spoke to this commission concerning the Economic development that was about to happen in and around our community. Well, it has happened and continues to happen. This corridor is a connector segment of the Corridors 2020 plan. We already see development that needs better transportation support and projections for western Dane and Sauk Counties indicate the trends will continue. We need good transportation to support the community and the development of Middleton/West Madison. There are tourist attractions along Highway 12 north of Middleton, and significant numbers of people use that road to commute to and from work. Middleton is situated to develop a tourist and business base if good transportation is available.

What we need is your support for real solutions to the real problems that exist. You should have available all the technical data to support the project. We have been waiting for years for this project to begin and are tired of the delays. The problems are real, they are here now and will only get worse. This project must be enumerated now, given a high priority, and funding approved so that planning and construction can begin rapidly.

There have been enough delays. Let's get going.

END



END

Belmont, WI.

July 28, 1992

Transportation Projects Commission

P. O. Box 7916

Madison, WI. 53707-7916

Dear TPC member:

I am writing in response to the hearing held 7/22/92 Ramada Inn-Madison. I attended a Platteville 151 Bypass Task Force meeting at Platteville City Hall on 7/15/92. I also attended WISDOT Public Hearing 7/20/92 at Platteville High School. I have attended Southwest Regional Planning Commission meetings. I also attended many meetings about 10 years ago when they were planning the Dodgeville to Mt. Horeb segment of the highway. It is very difficult to respond to the Highway 151 segment between Dodgeville to Dickeyville when there are no maps and no one knows where the road is going. But I do know that it will probably go through Belmont Township where I reside. It will cut through the township from the Iowa County line to the Grant County line bypassing the Village of Belmont which is approximately 7 miles. When I was attending meetings earlier, I was told it takes 40 A. per mile and 40 A. for a cloverleaf. I estimate it will take about 300 A. out of our township and off of our tax roll. We already have 300 A. taken off the tax roll by the Dept. of Natural Resources. This was discussed at the Platteville 151 Task Force meeting 7/15/92. My Town Chairman stated that 300 A. times \$1,000. per A. valuation would be \$300,000.x \$35. per thousand assessment would be \$10,500. off the tax roll each and every year and that land is gone forever.

Southwest Wisconsin is the most productive agricultural land in the world. We also have Lake Joy, a recreational camping grounds, Wis. Territorial Capital and Supreme Court Building, Belmont Mound State Park, and The Big "M". We also have 5 cemeteries in our township and some land that could be considered wetlands. Agriculture is the No. 1 industry in Southwest Wis. There are also 5 streams between Dodgeville and Belmont. We had someone from the U.S. Geological Survey stop at our farm and ask to look for fossils. They said this was the right elevation to find them.

In a letter dated 7/9/92 and written on Wisconsin State Assembly stationary, signed by Rep. David A. Brandemuehl and Rep. Stephen Freese and sent to 200 elected officials and interested parties informing them of the TPC hearing on 7/22/92 in Madison, they stated, "We would be happy to meet with you to assist in preparing the presentation". This is conflict of interest in my opinion when Rep. Brandemuehl is a member of the TPC. If not conflict of interest at least unethical.

Take your money and your road where the traffic is. The traffic splits at Dodgeville on Hwy. 18 and again at Mineral Point on Hwy. 23 and at Dickeyville on Hwy. 61 and Hwy. 35. Dodgeville and Dickeyville traffic does not warrant a four lane highway. Of the 10 Projects listed on Page 12 handed out at the TPC hearing 7/22/92-Madison there is only 1 project lower in traffic count than the Belmont-Dickeyville and Dodgeville-Belmont project. If you pick this project over the ones with higher traffic counts, there must be an ulterior motive, such as "New World Order" or "One World Gov't". of which Regional Planning Commissions are the vehicle for implementing. I also have a copy of the Republican Journal newspaper dated 4/14/88 where the SSWRPC presented a resolution to the Lafayette Co. Board of Supervisors urging the Wis. Dept. of Transportation to initiate a corridor study of U.S. Hwy 151 between Manitowoc, Madison and Dubuque. It was dated 12/22/87.

Businesses in the Village of Belmont and businesses in Platteville are opposed to this 4-lane highway that would by-pass the towns. It is only a few people that are promoting this project. The traffic will go to the Greyhound Race Track and Casino Bell on the Mississippi River in Dubuque, Iowa. Mel Kelly is a transplant from Chicago, Ill. Chicago, Ill. is the headquarters for Region 5 of which Wis. is a member. All federal funds come through Chicago, Ill. Check it out! Dave Waffle, Platteville City Manager is leaving the city in Sept. for Allouez, WI. a suburb of Green Bay. They are here today and gone tomorrow leaving us to live with the mess they have created. The more I see of government the dirtier and rottener it gets.

Thank you for your time and consideration.

Sincerely,

Mary L. Popp
Mary L. Popp

R. R. 1-Box 127

Belmont, WI.

53510

END



END



Wilfrid J. Turba

Member:

Committee on Agriculture
(Ranking Minority Member)
Committee on Education
Committee on State Affairs
Committee on Commerce &
Consumer Affairs

**State Representative
27th Assembly District**

TO: Members, Transportation Projects Commission

FROM: Representative Wilfrid J. Turba

TESTIMONY AT JULY 29, 1992 HEARING

THANK YOU, MEMBERS OF THE TRANSPORTATION PROJECTS COMMISSION,
FOR SCHEDULING A HEARING IN EASTERN WISCONSIN.

I AM APPEARING IN SUPPORT OF THE STH 57 FOUR LANE PROJECT FROM
RANDOM LAKE TO I-43 AT SAUKVILLE. THIS PROJECT, JUST LIKE ALL
OTHER PROJECTS THAT WIN ENUMERATION, MUST SCORE HIGH IN THE VALUES
OF VARIOUS CRITERIA USED.

THE GROWTH OF INDUSTRY ALONG THE STH 57 ROUTE FROM CALUMET
COUNTY SOUTH, AND TROUGH SHEBOYGAN AND OZAUKEE COUNTIES, WILL BE
GREATLY ENHANCED BY HAVING A FOUR LANE HIGHWAY FROM PLYMOUTH SOUTH
TO I-43 AT SAUKVILLE. WHEN THIS AREA PROSPERS FROM THE GROWTH OF
INDUSTRY, IT IS NOT ONLY BENEFICIAL TO THIS AREA OF THE STATE, BUT
INCREASED REVENUE FROM STATE SALES TAX, INCOME TAX AND CORPORATE
TAXES HELP THE ECONOMY OF THE ENTIRE STATE. SO THE GROWTH OF
INDUSTRY AND JOBS, ALONG WITH SAFER ACCESS FOR INCREASED TOURISM
HAVE TO BE COMPELLING REASONS TO SUPPORT THIS PROJECT.

COMBINE THESE REASONS WITH COMMON SENSE UTILIZATION OF A
RIGHT-OF-WAY THAT WAS BOUGHT AND PAID FOR SEVERAL DECADES AGO AND
YOU THEN HAVE THE MAKINGS OF A PROJECT THAT BENEFITS ECONOMIC
DEVELOPMENT IN WISCONSIN AT A BARGAIN-BASEMENT PRICE. LET US PUT
THIS BOUGHT AND PAID FOR ASSET, THAT IS, THE OZAUKEE COUNTY STH 57
RIGHT-OF-WAY, TO WORK AS A NEEDED THIRD AND FOURTH LANE STH 57 FOR
THE ENHANCEMENT OF JOBS, INDUSTRY AND TOURISM IN EAST CENTRAL
WISCONSIN'S ECONOMY, AND IN TURN ENHANCE WISCONSIN'S ECONOMY.

THANK YOU FOR YOUR CONSIDERATION OF THIS MATTER.

Replied
8-10-92

Highway 57
FOR

RITGER, HAWLEY & KITELINGER, S.C.

EDWARD J. RITGER
JOHN HAWLEY
JAMES C. KITELINGER

ATTORNEYS AND COUNSELLORS AT LAW

402 FIRST STREET
P.O. BOX 371
RANDOM LAKE, WI 53075-0371

TELEPHONE
(414) 994-4313
(414) 668-6419

FAX
(414) 994-9704

July 30, 1992

Mr. Charles H. Thompson
Secretary of Transportation
Room 120B Hill Farms
4802 Sheboygan Avenue
Madison, WI 53705

RE: Highway 57 from I-43 at Saukville to Random Lake

Dear Mr. Thompson:

I am the bearded, country lawyer who appeared before the Transportation Projects Commission in Appleton at the conclusion of the Highway 57 Random Lake presentation. As the person designated to be the concluding speaker by the Highway 57 Task Force, it was my role to represent the many business and community leaders as well as ordinary citizens who would not be able to speak at the public hearing but are very much interested in the outcome of the decision by the Transportation Projects Commission. At the time of my appearance, I filed hundreds of postcard petitions which our group has received in recent weeks all in support of the completion of Highway 57 as four lanes.

While you have heard the many arguments in support of this project in terms of economic development, tourism, safety, efficiency, etc., I thought you may be interested in some interesting statistics from one major tourism concern from Eastern Wisconsin who was not able to attend the hearing. Road America is a world famous and world class auto and motorcycle racing facility located in Sheboygan County just West of Highway 57. Road America enjoys annual paid attendance at its events at this time of about one quarter of a million people. Market studies indicate that approximately 35 percent of its attendance comes from the Chicago area and another 15 percent comes from the Milwaukee area.

Understandably, the great majority of people coming to Road America must travel Highway 57 from the South and must traverse the 10.5 miles which are the object of your attention. Some examples of approximate vehicle counts for some of Road America's major events are as follows:

June Sprints	4,000 automobiles
AMA Motorcycle Races	4,000 motorcycles, 2,000 automobiles

Vintage Car Weekend	4,000 vehicles
IMSA Weekend	12,000 vehicles
INDY Car Weekend	24,000 vehicles

Obviously, most vehicles will make two or more trips over Highway 57 in one weekend in order to come and go to these very popular races. It should also be noted that many people travel considerable extra distances in order to avoid the use of this difficult portion of highway.

A further note concerning Road America is the fact that this year Road America constructed an off-road track for purposes of hosting off-road dirt vehicle races. The first of these races was held recently and produced a great number of racers from the West and South of the United States. Traditionally, off-road races were held in deserts and other tracts of public lands. Concerns of environmental degradation are now requiring that new sites be found for this type of racing with the result that Road America is hoping to serve yet another base of customers for which no traffic counts even exist.

The foregoing facts and circumstances concerning Road America's support of Highway 57 completion illustrates that this project will not only improve transportation for those citizens and businesses now using Highway 57, but more importantly, will provide opportunities for future users that none of us can today fully comprehend or contemplate. This highway improvement will serve the businesses that otherwise might never exist, the tourists that might otherwise never come, and the workers whose jobs might otherwise never exist.

Your consideration of these needs and wants of those of the future who have no current representation deserve the most important part of your consideration.

Respectfully submitted,

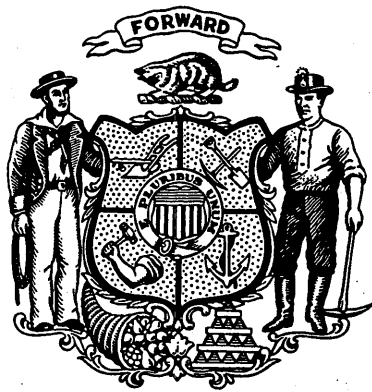

Edward J. Ritger

EJR/sk

pc: see attached

Honorable Tommy G. Thompson, Governor, State of Wisconsin
Ms. Barbara Jurewicz, Secretary, Transportation Projects Commission
Senator Joseph Andrea
Senator William Berndt
Senator Alan Lasee
Senator Marvin Roshell
Senator Barbara Ulichny
Representative Cletus Vanderperren
Representative David Brandemuehl
Representative Donald Hasenohrl
Representative Barbara Notestein
Representative Heron Van Gorden
Mr. Jack Pelishek
Mr. Herman Ripp
Mr. David Bugher
Senator Donald Stitt
Senator Calvin Potter
Representative Mary Panzer
Representative James Baumgart
Ms. Rose Leider, County Board Supervisor
Mr. William Goehring, County Board Supervisor

END



END

Replied
8-5-92

Waukesha 59 West Bypass

FOR

July 31, 1992

Governor Tommy Thompson
Transportation Projects Commission Chairman
Wisconsin State Capitol, Room 115 East
Madison, Wisconsin 53702

Subject: Resident Support of Waukesha's 59 West Bypass Proposal

Dear Governor Thompson:

My name is Celeste Bautz. I am a 30 year resident of Grandview Boulevard in Waukesha. On 7/22/92, I represented the residents of my street at the Transportation Project hearings in Madison to support construction of the proposed 59 Waukesha West Bypass. Unfortunately, I was quite taken back at the attitude and response I received from some of the Commission members. Many seemed to have pre-formed opinions as to whether completion of the bypass was in the best interest of the residents living along the proposed route. I became even more angered when I heard the lies, twisting of words and outright untruths being voiced by the bypass opposition who were simply saying, "Not in my back yard".

Governor Thompson, it is my hope that by writing directly to your attention, you will get an understanding for what is going on in my yard. My front door is 30 feet from a two lane, 40 foot wide road, which carries nearly 30,000 cars per day. There are times when my neighbors and I must wait many minutes before we are able to exit our driveways, at 6:00 a.m.! Accidents resulting in property damage and/or personal injury are an almost daily occurrence on our road. In fact, since 1988, personal injury accidents increased by 78%. I know Grandview will continue to be a main artery. However, it is expected that Grandview will soon carry twice the traffic load that exists today, and traffic will continue to increase at a rate of 6% to 10% per year. Without a new road on Waukesha's west side, within a 10 year period, Grandview could carry as many as 60,000 vehicles per day.

If the Transportation Commission members truly have a genuine concern for safety, they should also be concerned about every Grandview and surrounding area resident who is being forced to put up with the noise, pollution, danger and numerous other safety and health hazards we live with daily. The Commission must realize that an alternate north-south I-94 connection must be established if the quality of life for Grandview residents is ever going to improve. I feel it is the Commission's place to vote in favor of a safe and environmentally conscious 59 West Bypass.

Opponents concerns have been given much consideration in the planning stages of the proposal, which was brought before the Commission. These people have the opportunity to see that the roadway is constructed to meet their needs. The only reason today, the existing road is not experiencing a

greater volume of traffic, is because there is a one mile missing link. The people living along the proposed route may or may not be aware, that within a few years the present land owner/developer will complete the missing link. However, this two lane road will not provide safe or adequate space to handle the amount of traffic it will receive. Waukesha's Mayor, County Executive, Chamber of Commerce, Fire and Police, local business and home owners firmly support construction of this badly needed road. We see the economic and environmental ramifications which will result if this "missing link" is not properly completed according to plan.

Bypass opponents contend that since this route has been on the maps since the early 1950's, it is outdated. By no means is this true. It is not outdated, but instead, an example of sound urban planning and sensible fiscal responsibilities. This road was planned and placed on maps for all to see, but not built before the need was demonstrated. The proposed corridor offers the best and safest route considering land has already been set aside for the construction of this missing link. In addition, there exists a large park and ride station on the north side of I-94, within yards from where the bypass would connect with the interstate. This obviously creates perfect access for car pooling and bus transportation.

Grandview Boulevard, also known as "T", is the single primary connecting artery between I-94 and the southwest area of Waukesha County. When General Electric's first shift worker's let out, they only add to the lines of stand still traffic which stretch far into the interstate. Along with this is the added traffic pressure from Capitol Drive and Highway 16. The safety hazards which Grandview residents are forced to put up with are unreasonable and unnecessary. These problems can be lessened with construction of the bypass.

Now is the time for the Commission to recognize that the hard work and studies supporting the 59 Bypass, will result in safer travel, especially for students and bikers, and overall enhancement of transportation facilities for future urban and industrial development which is forecasted for Waukesha's southwest side. Such safety conscious road planning can no longer be applied to Grandview for there are well over 300 existing driveways on my street and nine stop signs. You may find it interesting to know that "zero" driveways would connect with the bypass, there would be no stops, and the homes along that route do not face the roadway as every home on Grandview does.

With all of the above in mind, I would like to extend an invitation to you, and any other Transportation Projects Commission Member, to visit my home and see first hand all I have explained to you in this letter. I am aware that prior to the 7/22/92 hearings, some Commission members took the time to meet with, and hear the concerns of, those who oppose the bypass. Whether this is deemed proper or acceptable procedure before the hearing, I do not know.

In any case, I think it is only fair that supports of the bypass be given the same consideration so that our concerns can be seen and heard. During the day I can be reached at (414) 259-5697 between the hours of 7:30 a.m. and 4:00 p.m. My home telephone number is (414) 547-4694.

Thank you for your time and consideration of this important issue Governor Thompson. I look forward to hearing from you soon.

Sincerely,

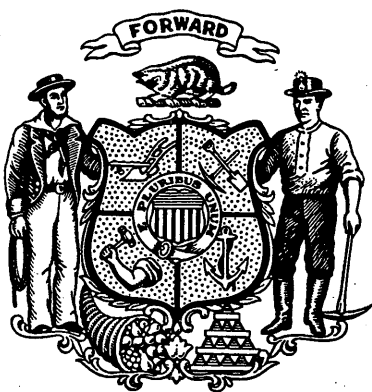


Celeste M. Bautz

1520 N. Grandview Boulevard
Waukesha, WI 53188

xc: Senator Joseph Andrea
Senator William Berndt
Senator Alan Lasee
Senator Marvin Roshell
Senator Barbara Ulicny
Secretary Charles H. Thompson
Rep. Cletus Vanderperren
Rep. David Brandemuehl
Rep. Donald Hasenohrl
Rep. Barbara Notestein
Rep. Heron Van Gorden
David Bugher
Jack Pelisek
Herman Ripp
Rep. Dan Vrakas
Paul G. Vrakas, Mayor City of Waukesha
Daniel Finley, Waukesha County Executive
Rep. Joanne Huelsman
Jean Graf, Executive Director, Waukesha Area Chamber of Commerce
Milwaukee Journal
Waukesha Freeman
File

END



END

West Waukesha Bypass

- AGAINST

July 31, 1992

Charles Thompson
Secretary, Department of Transportation
Room 120 B, Hill Farms
4802 Sheboygan Avenue
Madison, Wisconsin 53705

Dear Mr. Thompson,

Thank you for the opportunity to speak to the Transportation Projects Commission on July 22, 1992, and express the views of the 93 people who attended, as well as the almost 200 people who signed our petitions, opposing the West Waukesha Bypass. There are many, many more who are opposed to this project but who were either not able to attend the hearing or who were not available to sign the petitions.

I have enclosed my presentation which you kindly borrowed to me at the conclusion of the hearing on this project. I have also enclosed a map of the area closest to Meadowbrook School, indicating:

1. the dangerous proximity to the entrance of the school
2. ingress and egress to the school will be limited to one access only
3. the 7 driveways which are located directly onto the proposed bypass, which by the way, Waukesha City Mayor Vrakas stated at the hearing there were no driveways which exit directly onto the proposed route
4. developed subdivision whose lot lines lie immediately next to the bypass
5. the recently approved project to build 10 duplexes whose lot lines will lie immediately next to the bypass, eliminating the right-of-way buffer shown to you at the hearing by the Chamber of Commerce of the City of Waukesha.

I was disappointed that all registered speakers who oppose the project were not able to speak. In the directives as stated by Governor Thompson, it did state that all registered speakers would be heard.

Although time is a factor in these kind of proceedings, it is imperative that both sides of an issue be given equal time to present their views. Many people in attendance at the hearing were very upset that we were asked to relinquish our time after only a few presentations. And they were most appreciative when you allowed more to be given.

I urge you to vote "NO" on the West Waukesha Bypass Project as a candidate for enumeration. The future of the safety of elementary schoolchildren, the quality of life for the residents and the preservation of the environment depends on your decision.

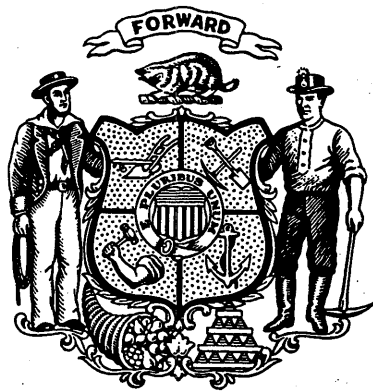
Sincerely,

Barbara Gscheidmeier

Barbara Gscheidmeier
N9 W27151 Woodridge Lane
Waukesha, Wisconsin 53188

CC: Governor Tommy Thompson
Transportation Projects Commission Members

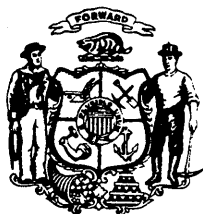
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MAJORS PROGRAM
CURRENT FINANCIAL STATUS (7/92)

	(In Millions 92 Dollars)		
	1994/95	1996/97	1998/99
Biennial Amount Available for Construction	\$257.2	\$257.2	\$257.2
CONSTRUCTION COSTS			
Enumerated Corridors	\$120.2	\$132.2	\$116.6
Highway 41 Freeway Conversion	\$1.5	\$60.0	\$19.2
Other Enumerated Projects	\$135.6	\$65.0	\$88.4
Available for New Majors	\$0.0	\$0.0	\$33.0



TOMMY G. THOMPSON

Governor
State of Wisconsin

July 1992

TO INTERESTED PARTIES:

The Transportation Projects Commission, created by the Legislature in 1983 to seek greater public participation in the selection of major highway projects, has scheduled two public hearings. The hearings have two purposes:

1. To provide supporters and opponents of the *Candidates for Enumeration* projects an opportunity to inform the Commission members, the decision makers, about their candidate projects.
2. To provide information from the public testimony to the Department of Transportation evaluation process. For *Candidates for Enumeration*, the Department's evaluation process serves as the Department's basis for recommendation to the Commission. For *Candidates for Study*, the Department's evaluation process serves as the basis for selection of projects to invest resources for engineering and environmental analysis.

HEARING SCHEDULE

The first hearing, for projects in the southern part of the state, will be held on Wednesday, July 22 at the Ramada Inn in Madison (map attached). It will start at 8:30 a.m. and run until completed. The second hearing, for projects in the northern part of the state, will be held on Wednesday, July 29 at the Midway Motor Inn Lodge in Appleton (map attached). It will start at 9:15 a.m. and run until completed.

To ensure that all projects will have fair and adequate representation, testimony will be heard by project, according to the attached schedule. All registered speakers will be heard. Registration will begin one hour in advance of the hearing and continue through the hearings. Speakers may pre-register by writing the Transportation Projects Commission, Wisconsin Department of Transportation, P.O. Box 7916, Madison, Wisconsin 53707 or by calling 608/266-5408.

Because of the amount of testimony expected, individual speakers will be limited to five minutes, while group spokespersons will be permitted 20 minutes by having other registered participants relinquish their time to the speaker. Attached is a list of equipment which will be available for your use. Participants are also encouraged to submit written testimony to the above address.

PURPOSE OF TESTIMONY

Let me suggest how you should prepare your testimony for the Transportation Projects Commission hearings. Please consider and address all relevant concerns, such as highway safety, congestion, economic development needs, effect on the quality of life, etc. of your project(s). Try to focus in on specific statements about the benefits and effects of the project(s). Generally, the more examples you can provide on how and why the project will be beneficial or not, the better.

While the primary reason for the hearings is to provide an opportunity for you to "make your case" to the members of the Transportation Projects Commission, the Department of Transportation will also be using the testimony as part of their project evaluation processes. Specifically, they will be looking for why the projects will promote economic development and how you plan to take advantage of it. This includes both a project's potential effect on the competitiveness of existing businesses, as well as its capacity to attract new job growth.

Both the Commission and Department will also evaluate how broad the base of support for the project is and whether there is unity of support for the project at the county and regional levels as well as in the local communities.

Attached is a copy of Transportation Projects Commission Information Paper # 2, which shows the factors the Department will use in ranking *Candidates for Enumeration* projects and the relative weight of each factor. The three areas scored by public testimony are marked with an asterisk.

The paper also describes how the Department will conduct its evaluation of *Candidates for Study*. This evaluation will score some of the same areas used in ranking the *Candidates for Enumeration*.

Finally, I urge all who are interested in the state's major highway projects to attend the hearings and make their views heard.

Sincerely,



TOMMY G. THOMPSON
Governor

TGT:brj
Attachments

(TPC35.WP)